

**10 July 1997**



**Weather**

**PROCEDURES FOR CONDUCTING  
WARNINGS FOR APPROACHING  
INCLEMENT WEATHER**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This instruction establishes weather warning and notification procedures. It implements AFRPD 15-1, *Atmospheric and Space Environmental Support* and AFI 15-125, *Weather Station Operations*. It applies to the 914 Airlift Wing (AW), 107 Air Refueling Wing (ARW), and the Niagara Falls Observatory.

**SUMMARY OF REVISIONS**

This revision adds the following weather warning criteria, severe thunderstorms, moderate thunderstorms, surface winds 35-45 knots (kts), thunderstorms, and freezing precipitation (para 2.1). Changes thunderstorms within 5 nautical miles to thunderstorms observed in local area under Meteorological Watch Advisory Criteria (para 2.2), and deletes tropical storm/hurricane advisories. Adds crosswind notification to 914 AW and 107 ARW command post (CP) 1, para 2.2.5, and changes all references from Det 28 and 26 WS to Niagara Falls Observatory, and 107 Fighter Interceptor Group to the 107 Air Refueling Wing throughout the publication. A (I) indicates revisions from the previous edition.

**1. General.** Weather warnings and advisories will be issued when weather phenomena, or conditions that could adversely affect ground or air operations, are forecast. The commander, or designated representative (the duty officer, command post, or supervisor of flying), or other responsible person, such as the operations group commander, the logistics group commander, or the support group commander, will be notified of adverse weather by Niagara Falls Observatory to ensure that:

- 1.1. Flying safety is not compromised.
- 1.2. Damage to facilities, equipment, or aircraft is averted, or minimized.

**2. Weather Warning/Meteorological Watch Advisory Criteria.** It may be necessary to take precautionary actions against any of the following reported or forecasted weather conditions:

- 2.1. Weather Warning Criteria.

- 2.1.1. Tornadoes.
- 2.1.2. Severe thunderstorms (wind 50 kts or greater, or hail 3/4 inch or greater).
- 2.1.3. Moderate thunderstorms (wind 35-49 kts, or hail 1/2 inch, but less than 3/4 inch).
- 2.1.4. Surface winds 35-49 kts (nonconvective).
- 2.1.5. Surface winds 50 kts, or greater (nonconvective).
- 2.1.6. Thunderstorms.
- 2.1.7. Rain - Two inches or more in 12 hours.
- 2.1.8. Snow - Two inches or more in 12 hours.
- 2.1.9. Freezing precipitation.

2.2. Meteorological Watch Advisory Criteria.

- 2.2.1. Thunderstorms observed in the local area.
- 2.2.2. Equivalent wind chill factor of minus 25× Fahrenheit.
- 2.2.3. Low level wind shear (observed).
- 2.2.4. Ceiling or visibility equals or goes below 500 feet or 3/4 mile.
- 2.2.5. Crosswind component reaches the critical level of 10 knots.

2.3. Notification. The base weather observer will notify 914 AW/CP, 107 ARW/CP, and the airfield manager, on all warnings and advisories.

**3. Procedures.** The course of action to be taken upon receipt of a warning of impending severe adverse weather is dependent on a number of factors. Consideration must be given to the severity of the forecast weather, the hangar and protection facilities available, the degree of precautionary action possible considering the amount of advance notice, and other factors. Precautionary measures will be taken in accordance with the following schedule:

3.1. Phase 1. Actions that are required as preliminary safeguards, because of seasonable and climatic factors.

- 3.1.1. All aircraft will be secured by maintenance, in accordance with technical data, during all periods of nonuse.
- 3.1.2. The aircraft commander is responsible for tie down of aircraft returning from missions during non-duty hours.
- 3.1.3. Maintenance will ensure that all maintenance stands or other equipment are properly stored, secured, or stabilized.
- 3.1.4. Duty officers or supervisors of flying, when applicable, will maintain continuous knowledge of current and forecast weather and analyze its impact. Problems should be resolved at the lowest level possible. When it is necessary to take actions that may require higher authority, notification will be in accordance with chain of command.

3.1.4.1. Director of operations.

3.1.4.2. Operations commander.

3.1.4.3. Wing commander.

3.1.5. Notification of adverse weather may come from several sources, such as normal military channels, the Federal Aviation Administration, the National Weather Service, the civil standard broadcast stations, the county sheriff, etc. Information from all sources available should be analyzed. No source shall be disregarded.

3.1.5.1. Hourly military weather observations are obtained by Niagara Falls Weather, Niagara Falls International Airport (NFIAP), NY.

3.1.5.2. Weather forecasts will normally be obtained from National Weather Service, Buffalo, NY.

3.2. Phase 2. Additional protective actions which are required over and above Phase 1 to safeguard aircraft and equipment from a specific existing threat.

3.2.1. When necessary, weather warnings will be dispatched immediately to responsible action agencies. Actions that should be considered are:

3.2.1.1. Repositioning or turning the aircraft into the wind.

3.2.1.2. Disbursing or moving the aircraft.

3.2.1.3. Diverting inbound aircraft.

3.2.1.4. Preparing aircraft for possible evacuation or storage, as dictated by maintenance status.

3.2.1.5. Manning aircraft with flight crews.

3.2.1.6. Evacuation.

3.2.2. Personnel needed will be notified through normal channels or the unit pyramid notification system.

3.3. Phase 3. The evacuation of all flyable aircraft:

3.3.1. Required personnel will be notified through normal channels or the unit pyramid notification system.

3.3.2. Taxi and takeoff procedures will be normal.

3.3.3. Primary refuge airfields for the 914 AW are Selfridge ANGB or Westover AFB and for the 107 ARW will be determined by their current operations. Other installations may be considered depending on the situation.

3.3.4. The flight crew will determine route of flight.

3.4. Phase 4. Provides for follow-up actions to be taken after severe weather has passed.

3.4.1. Recall. Command and control will be through the 914 AW/CP, and the 107 ARW/CP for all 107 ARW aircraft and personnel.

3.4.2. Repairs. Repairs to damaged facilities and equipment will begin as soon as possible, with priority determined by the unit commander.

3.4.3. Reporting. Reports will be dispatched by the 914 AW/CP accordance with the 914 AW reporting procedures, in compliance with JCS Pub 6, Volume V, *OPREP Reporting*. Prior to send-

ing the report, CP will coordinate with the wing commander and the disaster control group. The 107 ARW will follow their required reporting procedures.

#### **4. Responsibilities:**

4.1. During Duty Hours (0700 - 2300). The base weather observer will, upon receiving severe or adverse weather information, notify the following:

4.1.1. 914 AW/CP, who will activate the secondary. When the command post supervisor of flying (SOF), or base operations is not manned (after normal duty hours), weather warnings will be passed on to the following:

4.1.1.1. 107 ARW/CP (24 hours).

4.1.1.2. 914 AW Security Police (SP), who will notify the following:

4.1.1.2.1. Fire department.

4.1.1.2.2. 914 Support Group Commander.

4.1.1.2.3. The 914 Support Group Commander will make all necessary notifications, as required.

4.1.1.2.4. If the 914 Support Group Commander can not be contacted, notify in order one of the following:

4.1.1.2.4.1. 914 Logistics Group Commander.

4.1.1.2.4.2. 914 Operations Group Commander.

4.1.1.2.4.3. 914 AW Chief of Safety.

4.1.1.2.4.4. 914 AW Commander.

4.2. During Non-Duty Hours (2300 - 0700):

4.2.1. Weather warnings will be received from Minot to 914AW/SP, who will notify the following:

4.2.2. 107 ARW/CP.

4.2.3. Base fire department.

4.2.4. 914 Support Group commander (reference paragraph 4.1.1.2.4).

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